

PUBLIC COMMENTS REPORT

WRITTEN COMMENTS SUBMITTED BY WEBSITE, EMAIL & SOCIAL MEDIA

Purpose

The public comments report is in accordance with the NCTCOG Transportation Department Public Participation Plan, which became effective June 1, 1994, as approved by the Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on Nov. 10, 2022.

This report is a compilation of general public comments submitted by members of the public from Thursday, Jul. 20 through Saturday, Aug. 19. Comments and questions are submitted for the record and can be submitted via Facebook, Twitter, fax, email, online and in person at the monthly RTC meeting.

This month, public comments were received on a number of topics across social media platforms and via email. Comments related to safety were in the majority.

In addition, comments can be submitted through Map Your Experience, the Transportation Department's online mapping tool. The tool allows users to drop a pin on a location in the region and leave a detailed comment. The tool received 12 new comments related to roadways and bicycle and pedestrian needs. You can view these new comments as well as past comments by visiting

<http://nctcoggis.maps.arcgis.com/apps/CrowdsourcingReporter/index.html?appid=b014e6d39b604b3ca329d9094ed1e9e2>.

Air Quality

Facebook –

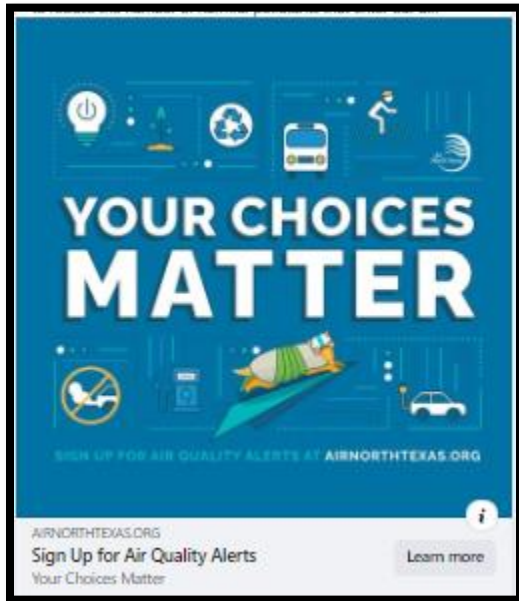
1. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation Department



Ole clay talking weather — The Ghost of Lenny (@Lennydivici2)

Facebook –

1. Join Air North Texas in improving North Texas air quality. Learn how to reduce the number of harmful pollutants that enter our air. — NCTCOG Transportation Department



Ok 7 weeks later and this shows again in my feed. NCTCOG Transportation Department - Please share YOUR choices that matter. Rather than just telling other people how to live. — Rob Dentremont

NCTCOG Transportation Department: Do you lead by example or do you just tell OTHER people how they should live? How about publishing a list of transport-to-the-office methods and a head count for each method? — Rob Dentremont

Email –

1. Ryan Becker

Here is a question for the meeting - I've also posted as a comment on the public forum, but wanted to ensure it was addressed so including here:

What measures are being taken to address the issue of illegally modified vehicles on the road that have had their catalytic converters removed, resulting in the release of toxic emissions that are 100 times higher than those of compliant vehicles? I have reported multiple instances through the "Report a Smoking Vehicle" program, but it is unclear whether any action is being taken against the violators. Unfortunately, it is impossible to reach anyone by phone for more information about this program. Additionally, I have emailed jbrown@nctcog.org, amoffa@nctcog.org, and cklaus@nctcog.org, but I have not received any response. Given the growing population in North Texas, residents are increasingly concerned about breathing clean air.

Response from NCTCOG Transportation Department:

Thank you for reaching out to us with your concerns about illegally modified vehicles on our roadways. We take this very seriously and appreciate any and all feedback from the public regarding such items.

The Regional Smoking Vehicle Program (RSVP) is designed to educate and inform drivers about vehicles that emit visible smoke from their tailpipes and encourage drivers to have these vehicles diagnosed and repaired, if needed. As you point out, this is an air quality issue with potentially detrimental consequences to health. When a smoking vehicle report is received through RSVP, a letter is mailed to the registered vehicle owner to make them aware that their vehicle was seen smoking and inform them of the importance of getting it repaired.

The North Central Texas Council of Governments administers RSVP but does not have the authority to enforce and cite motorists that have been reported through the program. Through past collaborative efforts and conversations with local law enforcement agencies, we have emphasized that a smoking vehicle can be a citable offense under the Texas Transportation Code.

In addition, vehicle emissions control tampering can be reported to the Environmental Protection Agency (EPA) at tampering@epa.gov. More information about tampering enforcement by the EPA can be found at <https://www.epa.gov/enforcement/national-enforcement-and-compliance-initiative-stopping-aftermarket-defeat-devices>.

Please continue to report smoking vehicles through the RSVP website or by phone (817-704-2522) so we can further educate the public about the impact to our air quality. Every report matters and goes towards improving the air in our region.

High- Speed Rail

Twitter –

1. Stop reinventing the wheel and just build HSR between Dallas and FW @NCTCOGtrans — Eric (@EricTheTexan)
2. Transportation Director at @NCTCOGtrans says Japanese high speed rail could come between Dallas and Fort Worth BEFORE Dallas to Houston and he is working to make it happen! 4:30pm! City of Arlington is on board seeking a station for the entertainment district. 6pm!! NBC5! @NBCDFW_ — Ken Kalthoff (@KenKalthoffNBC5)





3.

— Matthew Marchant (@MatthewMarchant)

Email –

1. Brandon Eaton

I would like to ask for any update on a potential Passenger Rail Station to DFW / Dallas Love Field / Downtown Dallas from Frisco TX. While I understand from attending multiple

Frisco City Council events that Frisco will not ever have a DART Station (Unfortunate), my hope is that you would agree that a Passenger Rail Station in Frisco would be a win / win situation for both the residents of Frisco / surrounding area as well as for the local economy.

Thanks for your time and feedback!

Response from NCTCOG Transportation Department:

Thank you for your question about the possibility of rail service to Frisco. We appreciate your interest in the subject and willingness to take the time to provide feedback.

We too have noticed a potential opportunity for rail service at Frisco. NCTCOG completed a study of the Irving-to-Celina corridor in 2021 that confirmed the need for rail ridership through Frisco. The text of the final report from the study are available at: <https://nctcog.org/getmedia/6d9a4734-e5a7-446b-b3d5-d3e1856c09e0/I2F-Rail-Corridor-Report-09302021.pdf>. The recommendations from that study were then adopted into Mobility 2045—2022 Update (<https://www.nctcog.org/trans/plan/mtp/mobility-2045-2022-update>), the long-range Metropolitan Transportation Plan for the Dallas-Fort Worth region.

In short, the study examined the possibility of using the corridor operated by BNSF to run commuter rail between Celina and Irving. This service would likely consist of Diesel Multiple Units, like those used by the Denton County Transportation Authority's A-Train or Trinity Metro's TEXRail, which would be incompatible with DART's Light Rail network. A station at Downtown Carrollton would prove access to Dallas-Fort Worth International Airport (via the Silver Line) and Love Field (via the Green Line and the linking bus service from Inwood/Love Field station). Overall, the study projected a satisfactory level of ridership, especially as traffic congestion in the Dallas North Tollway is expected to worsen over the next twenty years.

Unfortunately, the study also identified some significant obstacles. Perhaps the greatest of these is the question of what entity would take charge of the corridor and provide funding. The enormity of the capital and operating investment represented by a rail corridor means that no transit agency is likely to construct one unless the communities it runs through are willing to make a substantial long-term funding commitment, usually through membership in the agency. The Irving-to-Celina corridor runs through the jurisdiction of two existing transit agencies and a large swath of territory—including Frisco—that is not a member of any transit agency. Since a) joining a transit agency

generally means committing a portion of the city's sales tax collections, b) the amount of sales tax that a city can collect is capped by the legislature at 2%, and c) the communities that are not yet in a transit agency are already using their sales tax allotment for other purposes, it is not possible to advance this project using the approach other passenger rail projects have traditionally taken.

We have not given up on the corridor. We will continue to look for ways to advance this service. However, the reality is that the absence of a reliable funding strategy and institutional support make it unlikely that this corridor will advance as soon as we would like.

Thank you again for your interest.

Phone Call –

1. Martin Bernard

Mr. Bernard said the Amtrak Eagle Train used to go through Arlington, but its route was recently moved north. He said he had a few issues with the change and would like to point out how wasteful it is. He would like to see Amtrak make a stop at CentrePort Station.

Response from NCTCOG Transportation Department:

Amtrak service was moved from the Union Pacific (UP) mainline to the Trinity Railway Express (TRE) line by negotiations among the Federal Railroad Administration (FRA), Amtrak, UP, BNSF Railway (BNSF), and TRE. The TRE line is more suitable for passenger service due to the upgraded track and existing passenger service running on the line, rather than the UP mainline that runs through central Arlington. The change allows the Amtrak service to access the Fort Worth Central Station more efficiently since it does not need to travel through the Tower 55 Control point, which saves time, minimizes operational disruptions, and increases on-time performance.

Freight

Facebook –

1. Trucks Can't Stop on a Dime. Big Rigs Need More Time. Allow for more time and space for truck to come to a halt. — NCTCOG Transportation Department



Lies – Melissa Gaston

2. Are you kidding ! Happy to park on a shoulder or on the back of a store, no parking availability and you talk about some utopia, drumming in la-la land. By the way 80% of trucks have clean idle accepted even by crazy cauliflower state ! New trucks pollute less than a older pickup truck, I have data for that if you interested in the truth. — Edit Keri (Facebook Message)

Instagram –



1. — @nctcogtrans

There's other cars too, not just meth and you — @j_d_boyle

Public Involvement

Facebook–

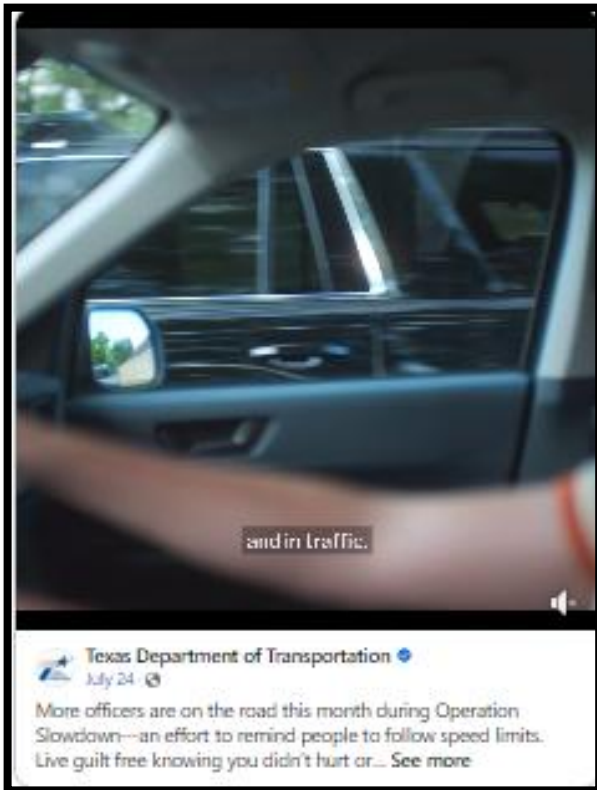
1. Clean air projects, DFW Discovery Trail, and more for review/comment. — NCTCOG Transportation Department



Here is my online input:
How many NCTCOG employees bike to work...or carpool...or take mass transit?
You know - lead by example, practice yourselves what you would have the masses do.
— Rob Dentremont

Safety

Facebook –



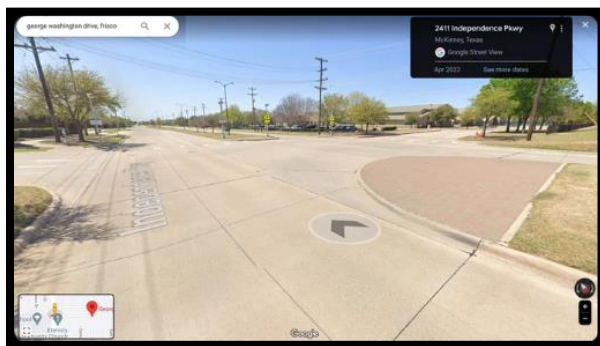
1. — NCTCOG Transportation Department

I think I saw this guy today! — Katy Walch

Twitter –

1. Here's what the intersection where the child was killed looks like

I would say that @NCTCOGtrans and @CityOfFriscoTx bear responsibility <https://dallasnews.com/news/2023/08/09/child-struck-killed-by-car-near-frisco-school-on-first-day-of-class-police-say/> — confusing iceberg metaphor (@PhillipTKingston)



Oh, this is the borders with @CityOfMcKinney a pox on them all — confusing iceberg metaphor (@PhillipTKingston)

We can design these intersections so much better. Even just using seasonal traffic cones to alert and funnel —Tarrant County Burning 🟠 (@sportsidiocracy)

I enjoyed the vast majority of serving in elected office, but one of the parts that bothers me to this day is trying to comfort the parents of dead pedestrians and knowing that I probably couldn't significantly change road design — confusing iceberg metaphor (@PhillipTKingston)

This road is designed for one thing: speed. Shameful — Commissioner Lucarelli, ANC 4D03 (@cmoney_htx)

When crosswalks are a checkbox on the roadway design checklist and not an actual factor in the design. They're made to fit whatever roadway design the engineer came up with, and the engineer was thinking about the cars. — Marcus Ashdown (@SseboAshdown)

I imagine the posted speed limit is 45 but those looks like 65 mph roads. Really depressing how dangerous Texas roads are for everyone — burlington throat factory (@RickScampini)

2. "[a parent] had been thinking about buying his [10th grade daughter] a bicycle so she can take herself to school. He is reconsidering following the crash." This is NOT freedom. Shame on @NCTCOGtrans, @CityOfFriscoTx & @TxDOTDallas for prioritizing traffic flow over safety.

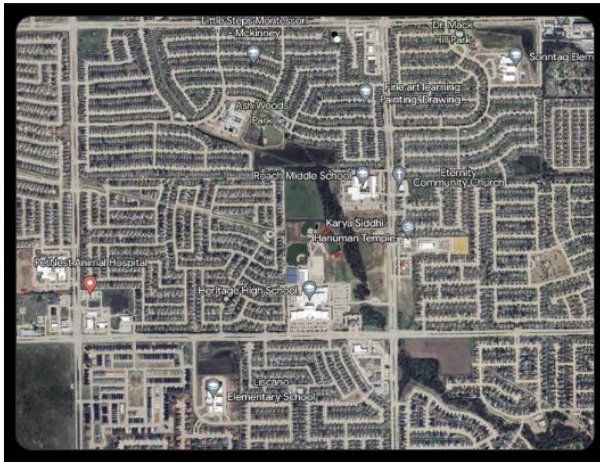


Posted speed limit never matters; Independence Pkwy is designed for speeding cars.

- 🚗 ~12ft lanes (same as highway)
- 🚗 straight unbending road
- 🚗 no stop signs
- 🚗 no speed bumps/tables
- 🚗 no chicanes, trees, or bulb-outs to add friction for drivers
- 🚗 no (or barely visible) crosswalks



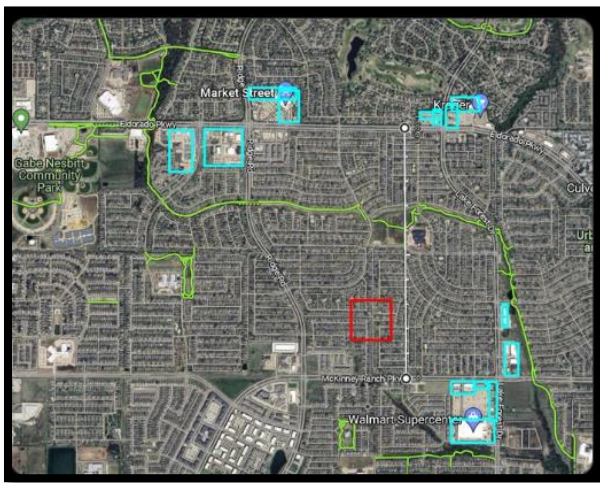
I hope parents reject anything short of real traffic calming
 City will predictably resist such measures in name of "cost & traffic flow". Instead, they'll spend money on school speed enforcement, which does nothing for safety of other community amenities outside school hours.



In addition to fixing current dangerous roads, @CityOfFriscoTx & @CityOfMcKinney can still prevent dangerous mistakes in new developments. Example: saving public ROW b/w priv homes for 1 trail enables 100s of kids to safely bike to school & 100s fewer cars on road to crash with.



Many don't know I lived 1 month in McKinney @ friend's house (red) Cul-de-sacs prevent speeding & heavy traffic, but lack of cut-throughs for 🚶 & 🚲 made trips to edge of 1mi subdivision even longer. 🚲 trails recreational but didn't connect to most destinations (blue)



From a distance, subdivisions seem walkable to those who don't walk. But

- 🚶 no cut-thrus at culs-de-sac
- 🚶 no crosswalks (aside from major intersections 1mi apart)
- 🚶 businesses oriented away from sidewalk
- 🚶 no sidewalks along driveways into retail center



— Hexel (@hexel_co)

Toll Roads and Lanes

Twitter –

1. 📍 We are here this morning at the third annual North Texas Infrastructure Summit! Kicking off the summit with a panel on the importance of offering diverse transportation options that cater to the evolving needs of residents, businesses, and visitors.
@NTxCommission — TEXpress Lanes (@TEXpresslanes)



Where?? — herb(@foster_irby)
What's the location? — herb(@foster_irby)

2. Shout out to @NTxCommission for putting together today's #infrastructure summit! We're discussing everything from rail & transportation planning to the Texas energy grid and meeting the state's future water needs. Lots of issues to address in TX as the population & economy grow. — Brett Sebastian (@Brett4WallerCo)



3. We had a great day talking infrastructure at the 3rd annual @NTxCommission infrastructure summit. Today's program illustrated why public-private partnerships are critical to Tarrant County's incredible economic success.
#infrastructure #leadright — Manny Ramirez(@MannyRamirez_TX)



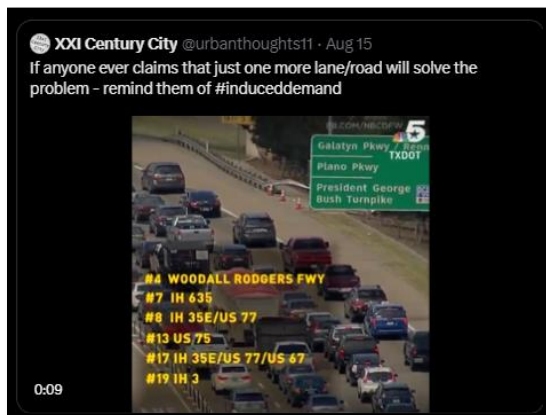
3. Using the @GoCarmaTeam app is the only way to receive HOV toll discounts on the LBJ, NTE, NTE 35W TEXpress Lanes! #DFWTraffic #BackToSchool — TEXpress Lanes (@TEXpresslanes)



Transit

Twitter –

1. Mentions competing visions from @TrinityMetro and @NCTCOGtrans. Talks about Trinity Metro bus rapid transit. Says our public transit is uninspired. Says DART moves the entire population every week — Harrison Mantas 🌟 🇺🇸 (@HarrisonMantas)
2. Attn @TxDOT & @NCTCOGtrans, to solve congestion alternatives must be made available through investments in:
 - fast, frequent, & reliable interconnected regional & local #transit
 - walkable communities where the necessities of daily living are a 15min walk not a 15min drive away — Loren S. (txbornviking)



Email –

1. Trish Donaghey

With recent construction on roads in unincorporated Collin Co. plus a few fatal wrecks near the Branch-Culleoka bridge, there have been hours of gridlock stopping traffic on the 3 bridges that cross over Lake Lavon from Branch, TX to Lucas, TX. As you know, there has been recent explosive house building and population growth in this area. One of the gridlock work-arounds has been to take CR 444 from FM 982 to FM 392, then north to McKinney. CR 444 really needs a lot of work: it has virtually no shoulders and no markings, a few blind curves and the road slopes toward the non-existent shoulders! Could this short road be improved AFTER the other construction by Branch Grocery on FM 546 is completed?

Response from NCTCOG Transportation Department:

Thank you for contacting the NCTCOG Transportation Department. This is a county road that we don't have much information on. However, I think Clarence Daugherty, the county's Director of Engineering, would be better able to answer this question. See his contact information below:

Clarence Daugherty, P.E.
Collin County Director of Engineering
4690 Community Ave., Suite 200
McKinney, TX 75071
Phone | 972.548.3728
cdaugherty@collincountytx.gov | www.co.collin.tx.us

Please let me know if you have any additional questions.

Other

Twitter –

1. It was an honor to moderate @NTxCommission's 3rd annual Infrastructure Summit discussing leveraging public-private partnerships to support collaborative infrastructure growth & development. @HillwoodDevelop @NCTCOGtrans Read more from @FortWorthReport — Betsy Price (@BetsyPriceftw)



August 2, 2023

Gyna Bivens, Chair Regional Transportation Council
616 Six Flags Dr, Arlington, Texas 76011

Mr. Irby Foster, 2811 Bonnywood Lane, Dallas, TX 75233

RE: Agenda Items 4, 5, 6

Priorities: FY2024 Draft UTP 2024, Regional TIP.

Honorable Chair Bivens, Honorable Members,
Irby Foster, Dallas. In Instagram @texashighwayadvocate

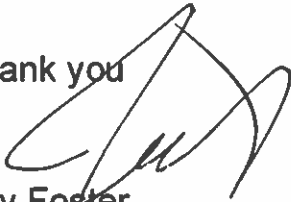
While we want to fund future projects, lets review existing needs not funded in the \$100 billion UTP and TIPs. I seek the members' support for funding issues.

1. Repair overhead lane indicator arrows on interstates 30, 35, 20 in Tarrant County. TXDOT Fort Worth recently turned them off. Studies show overhead lane indicators are a great tool in reducing congestion.
2. Fund & Install overhead signs Left Lane for Passing Only leaving metropolitan areas. Stop camping in the left lane.
3. Install "Left Lane for Passing Only" signs on all interstates and state highways. In the cities, install slower traffic keep right signs.
4. Fund repairs to unworking street lighting in the City of Fort Worth. I-30 from Las Vegas Trail to Montgomery St. has not worked in years. \$2 million?
5. Fund repairs North Texas wide to existing malfunctioning interstate underpass street lighting. All communities in the RTC need funds to upgrade underpass lighting to LED. We have 1000s of underpass lights out in the DFW region on interstates and highways.

6. Install high mast tower lighting @ 183 @ 360; I-35W the south freeway, I-45 south of Dallas. Fund continuous roadway lighting I-20, I-30 Dallas, FW and Loop 12 in Irving.
7. Fund and demand TXDOT restore lighted overhead guide signs on interstates, particularly in areas of frequent poor weather events. Follow the AASHTO 2017 standard.
8. Fund and demand TXDOT improve continuous street lighting practices, to actually build continuously lighted roadways. Follow the AASHTO standard, stop leaving out underpass lighting.
9. Provide funds to go back and complete continuous street lighting where the project was not continuously street lighted but should have been. Southern Gateway Project in City of Dallas for example. 7 underpasses and exit ramps without lighting.
10. Fund Interstate entrance ramp metering signaling. TxDOT does it in Houston on the north freeway. Lets do it here. Its shown to reduce congestion.
11. Fund & require that TxDOT provide work zone street lighting on all construction projects. 183@ Loop 12 in Irving, I-360 @ I-30 Arlington, are examples of no work zone lighting. Follow the AASHTO lighting warrants that requires work zone street lighting.

Thank you

Irby Foster

A handwritten signature in black ink, appearing to read 'Irby Foster', is written over the printed name.